

INTIMATIONS

NOW READY

THE CHRONICLE AND DIRECTORY FOR CHINA, JAPAN, STRAITS, &c., &c., 1896.

With which is incorporated THE CHINA DIRECTORY. This is the THIRTY-FOURTH ANNUAL ISSUE, and will be found, as usual, to show an advance on preceding years both in fulness and accuracy of information.

The DIRECTORY covers the whole of the ports and cities of the Far East, from Peking to Vladivostok, in which Europeans reside.

A. S. WATSON & CO., LIMITED.

ESTABLISHED A.D. 1841.

VEGETABLE FLOWER SEEDS.

SEASON 1896-1897.

TO PREVENT DISAPPOINTMENT IT IS REQUESTED THAT CUSTOMERS WILL PLEASE BOOK ORDERS AT ONCE.

CATALOGUES

WITH FULL DIRECTIONS FOR SOWING MAY STILL BE HAD ON APPLICATION.

A. S. WATSON & CO., LIMITED.

THE HONGKONG DISPENSARY.

Hongkong, 12th September, 1896.

[22]

NOTICE TO CORRESPONDENTS.

ONLY communications relating to the columns should be addressed to the Editor.

Correspondents should forward their communications with the address of the Editor, and not to the printer, as the Editor is not responsible for the loss of communications.

All letters for publication should be written on one side of the paper only.

No anonymous or signed communications should be published unless accompanied by a name and address.

Orders for extra copies of DAILY PRESS should be sent before 10 a.m. on day of publication. After that time the order will be treated as a request.

Telephone Address:—A.S.W. & Co., P.O. Box 20. Telephone No. 12.

MARRIAGE.

On the 10th October, 1896, at the Peak Church, Hongkong, by the Rev. J. R. Williams, M.A., Minister of the Church, the marriage of Miss Mary Jane Williams, daughter of the late Rev. J. R. Williams, M.A., and Miss Mary Jane Williams, daughter of the late Rev. J. R. Williams, M.A., was solemnized.

The bride was attended by Miss Mary Jane Williams, daughter of the late Rev. J. R. Williams, M.A., and the bridesmaids were Miss Mary Jane Williams, daughter of the late Rev. J. R. Williams, M.A., and Miss Mary Jane Williams, daughter of the late Rev. J. R. Williams, M.A.

The groom was attended by Mr. J. R. Williams, M.A., and the best man was Mr. J. R. Williams, M.A.

The ceremony was performed in the presence of a large number of guests.

The wedding breakfast was given at the residence of the bride.

The bride and groom left for their honeymoon on the 11th October.

The wedding present was given by the friends and relatives of the bride and groom.

The wedding cake was given by the friends and relatives of the bride and groom.

The wedding dress was given by the friends and relatives of the bride and groom.

The wedding veil was given by the friends and relatives of the bride and groom.

The wedding shoes were given by the friends and relatives of the bride and groom.

The wedding ring was given by the friends and relatives of the bride and groom.

The wedding bouquet was given by the friends and relatives of the bride and groom.

The wedding car was given by the friends and relatives of the bride and groom.

The wedding party was given by the friends and relatives of the bride and groom.

The wedding feast was given by the friends and relatives of the bride and groom.

The wedding entertainment was given by the friends and relatives of the bride and groom.

The wedding reception was given by the friends and relatives of the bride and groom.

The wedding ceremony was given by the friends and relatives of the bride and groom.

The wedding service was given by the friends and relatives of the bride and groom.

The wedding prayer was given by the friends and relatives of the bride and groom.

The wedding hymn was given by the friends and relatives of the bride and groom.

The wedding song was given by the friends and relatives of the bride and groom.

The wedding dance was given by the friends and relatives of the bride and groom.

The wedding feast was given by the friends and relatives of the bride and groom.

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Mr. CONNELLY is of opinion that there is no possibility of the labour of Japan being utilized to the detriment of American industries. In the first place, he anticipates that the extension of manufacturing industry in Japan will lead to legislation for the control of labour, including the prohibition of child labour, and this will necessarily raise the rate of wages. The amount of skilled labour in Japan is also so small that artisans are able to effect an increase in their wages more rapidly than anywhere else in the world, and Count Okuma, Minister of the Interior, the late Minister of Finance, is quoted by Mr. CONNELLY as saying that "Labour here will soon become without doubt as costly as that of the West, if not more costly."

Mr. CONNELLY also reminds us that the production power of Japanese labour is compared with that of other nations is an important factor in the labour problem of Japan, and after referring to the Japanese habit of resting at frequent intervals to smoke, chat, or drink tea, says he thinks it is no exaggeration to say that "the American labourer produces more in three hours than his Japanese fellow workman does in what is called a 'day's work'."

The relative efficiency of Asiatic and Caucasian labour is, of course, a very debatable subject, not to be lightly decided upon the opinion of a single observer. The Japanese habit of resting frequently and irregular periods will be overcome as labour becomes more fully organized, and that the people are capable of sustained physical exertion no one who has made a long "ricksha" journey in Japan or observed the coal coolies at work can entertain any doubt. We are inclined to think, therefore, that the defeat pointed out by Mr. CONNELLY is one destined very soon to disappear and that the efficiency of Japanese labour, as regards the amount of work performed in a given time, will soon approach that of Western labour. It is certain, however, that in proportion as that process takes place, or even more rapidly, wages will advance and that the present disparity in the earnings of the working man in Japan and his fellow workman in Europe or America will tend to disappear. And as the rate of wages in Japan ascends the inducement to emigrate will be proportionately reduced; and, moreover, there is no great surplus population in Japan for which no outlet has to be sought by emigration. In countries where labour is scarce and wages consequently abnormally high, Japanese will no doubt be found in varying numbers, but their presence will prove an advantage. The British Columbian petitioners speak of "the comparatively small adult male 'white' population" of the province, and that being the case, and there not being sufficient white men to carry on the fisheries and the market gardening, the presence of Japanese to engage in these industries should be considered valuable rather than the reverse.

As we remarked in our issue of Saturday

the autumn lull in the attacks of

plague which is now with us should be

utilized in preparing in every way to meet

the threatened spring outbreak so characteristic

of this disorder. An opportunity

now exists for the Colonial Surgeon to put

forward his application for the employment

of a perfectly qualified medical man for the

plague and infectious hospitals of the

colony. It seems strange that during the

recent outbreak of 1896 the medical care of

the plague patients devolved on a German

Naval doctor lent from a German warship

cruising on the coast. Such a condition of

affairs is to say the least, extraordinary in

an English colony, and time now admits of

better arrangements being made for the

future. A specially qualified medical man

should be obtained from England, who, in

addition to his duty at the hospitals, would

be able to conduct the bacteriological

work so needful in modern hygiene, and

also conduct experiments as to the treatment

proposed by Dr. Yersin. When not so

employed this medical man should be an

Assistant Health Officer working under

Dr. CLARK and able in case of necessity to

carry on his work. Today with a much

diminished colonial medical service there

is absolutely no one to take up Dr. CLARK's

duty in case of leave or illness. This calls

for early remedy. Let the Colonial Surgeon

look to it.

The silk steamer *Reinhardt* was

delivered in New York on the 8th inst.

The maximum temperature last month was

80.6, on the 4th, and the minimum 75.3, on the

10th, the mean for the month being 81.5. The

rainfall amounted to 9.98 inches.

It is notified in the Gazette that Colonel

Sergeant P. Maitland has been appointed

Lieutenant of the Machine Gun Company of

the 1st Battalion, the Buffs, and is to be

promoted to the rank of Major, and is to be

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The N. P. steamer *Reinhardt* arrived at

the 10th inst. from Yokohama, &c.

We publish today the first chapter of "The

Story of the Arctic Ocean," by Dr. Gordon

Stables.

The Northern Pacific steamer *Reinhardt* left

Liverpool, left Singapore on Friday afternoon

and is due here on the 14th inst.

The O. S. S. Co.'s new steamer *Reinhardt*, from

Liverpool, left Singapore on Friday afternoon

and is due here on the 14th inst.

The following notice was issued from the

Colonial Surgeon yesterday:—On the 11th, at 10.35

a.m., the *Reinhardt* arrived at the 11th, at 10.35

THE GYMNASIA.

Continued from the 11th inst.

The gymnasia were held on the 11th inst.

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NOTICE TO CONSIGNEES

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

NOTICE TO CONSIGNEES

FROM LIVERPOOL, NEWPORT, AND SINGAPORE.

THE Company's Steamship

"TRINITY"

is due here from the above ports on MONDAY morning. Consignees of Cargo are hereby informed that their goods will be landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, unless delivery may be obtained.

No claims will be admitted after the Goods have left the Godowns, and all claims must be sent in to the office of the undersigned before Noon on the 12th inst., or they will not be recognized.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on MONDAY, the 12th inst., at 3 p.m. No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 12th inst. will be subject to loss.

Optional cargo will be forwarded unless notice to the contrary be given before noon on Monday, the 5th inst.

Bills of Lading will be countersigned by HOLLIDAY, WISE & CO., Agents.

Hongkong, 2nd October, 1896. [2274]

THE CHINA MUTUAL STEAM NAVIGATION CO. LIMITED.

NOTICE TO CONSIGNEES

FROM GLASGOW, LIVERPOOL AND SINGAPORE.

THE Company's Steamship

"KINTUCK"

having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, unless delivery may be obtained.

No claims will be admitted after the Goods have left the Godowns, and all claims must be sent in to the office of the undersigned before Noon on the 15th inst., or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on THURSDAY, the 15th inst., at 3 p.m.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 15th inst. will be subject to loss.

Bills of Lading will be countersigned by HOLLIDAY, WISE & CO., Agents.

Hongkong, 8th October, 1896. [2300]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

NOTICE TO CONSIGNEES

FROM SHANGHAI AND KOBE.

THE Steamship

"MARIA VALERIE"

having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, unless delivery may be obtained.

No claims will be admitted after the Goods have left the Godowns, and all claims must be sent in to the office of the undersigned before Noon on the 15th inst., or they will not be recognized.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 15th inst. will be subject to loss.

Bills of Lading will be countersigned by SANDER & CO., Agents.

Hongkong, 8th October, 1896. [5]

NOTICE TO CONSIGNEES

FROM NEW YORK AND STRAITS.

THE Steamship

"CAMEL"

having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, unless delivery may be obtained.

No claims will be admitted after the Goods have left the Godowns, and all claims must be sent in to the office of the undersigned before Noon on the 15th inst., or they will not be recognized.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 15th inst. will be subject to loss.

Bills of Lading will be countersigned by SANDER & CO., Agents.

Hongkong, 8th October, 1896. [2327]

NOTICE TO CONSIGNEES

FROM CALCUTTA, PENANG, AND SINGAPORE.

THE Steamship

"CATHERINE APCAR"

having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, unless delivery may be obtained.

No claims will be admitted after the Goods have left the Godowns, and all claims must be sent in to the office of the undersigned before Noon on the 15th inst., or they will not be recognized.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 15th inst. will be subject to loss.

Bills of Lading will be countersigned by DAVID SASSOON, SONS & CO., Agents.

Hongkong, 9th October, 1896. [2310]

VESSELS ON THE BERTH

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"ASLOUN"

Captain J. Murray will be despatched for the above port TO-DAY, the 12th October.

For Freight or Passage, apply to SHEWAN, TOMES & CO., Agents.

Hongkong, 26th September, 1896. [2211]

VESSELS ON THE BERTH

FOR SINGAPORE, SAMARANG, AND SOERABAYA.

THE Steamship

"SHANTUNG"

Captain Franchot will be despatched for the above ports on WEDNESDAY, the 14th inst., at 3 p.m.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 10th October, 1896. [2311]

VESSELS ON THE BERTH

FOR LONDON VIA SUEZ CANAL.

THE Steamship

"DAEDALUS"

Captain Gregory will be despatched for the above port on WEDNESDAY, the 14th inst., at noon.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 9th October, 1896. [1874]

VESSELS ON THE BERTH

FOR SINGAPORE, COLOMBO, AND BOMBAY.

THE Steamship

"NIPPON YUSEN KAISHA"

will be despatched for the above ports on FRIDAY, the 14th inst., at 3 p.m.

For Freight or Passage, apply to NIPPON YUSEN KAISHA, Agents.

Hongkong, 9th October, 1896. [2215]

VESSELS ON THE BERTH

FOR SINGAPORE, COLOMBO, AND BOMBAY.

THE Steamship

"NIPPON YUSEN KAISHA"

will be despatched for the above ports on FRIDAY, the 14th inst., at 3 p.m.

For Freight or Passage, apply to NIPPON YUSEN KAISHA, Agents.

Hongkong, 9th October, 1896. [2215]

VESSELS ON THE BERTH

FOR SINGAPORE, COLOMBO, AND BOMBAY.

THE Steamship

"NIPPON YUSEN KAISHA"

will be despatched for the above ports on FRIDAY, the 14th inst., at 3 p.m.

For Freight or Passage, apply to NIPPON YUSEN KAISHA, Agents.

Hongkong, 9th October, 1896. [2215]

VESSELS ON THE BERTH

FOR SINGAPORE, COLOMBO, AND BOMBAY.

THE Steamship

"NIPPON YUSEN KAISHA"

will be despatched for the above ports on FRIDAY, the 14th inst., at 3 p.m.

For Freight or Passage, apply to NIPPON YUSEN KAISHA, Agents.

Hongkong, 9th October, 1896. [2215]

VESSELS ON THE BERTH

FOR SINGAPORE, COLOMBO, AND BOMBAY.

THE Steamship

"NIPPON YUSEN KAISHA"

will be despatched for the above ports on FRIDAY, the 14th inst., at 3 p.m.

For Freight or Passage, apply to NIPPON YUSEN KAISHA, Agents.

VESSELS ON THE BERTH

NORDEUTSCHER LLOYD

NOTICE

STEAM FOR SINGAPORE, COLOMBO, ADEN, SUEZ, NAPLES, GENOA, ANTWERP, BREMEN, AND HAMBURG.

PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS.

LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LOGGERS.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

PRINZ HEINRICH, Tuesday, 13th Oct.

PRINZ HEINRICH, Tuesday, 10th Nov.

PRINZ HEINRICH, Tuesday, 8th Dec.

PRINZ HEINRICH, Tuesday, 5th Jan.

PRINZ HEINRICH, Tuesday, 2nd Feb.

PRINZ HEINRICH, Tuesday, 2nd March.

ON TUESDAY, the 13th day of October, 1896, at 9 a.m., the Company's Steamship "PRINZ HEINRICH" Captain Coppers will sail for MARSEILLES, SPECIALLY CARGO, will leave the Godowns at 10 a.m., and will arrive at MARSEILLES on the 15th inst.

Shipping Orders will be granted till Noon on SATURDAY, the 10th October, Cargo and Space will be received at the Agency's Office till Noon on MONDAY, the 12th October. Contents of Packages are required. No Parcel Receipts will be signed at less than \$2.50 and Parcels should not exceed Two Feet Cubic in Measurement.

The Steamer has splendid accommodation and carries a Doctor and a Stewardess.

Liners can be taken on board.

For further Particulars, apply to MEYER & CO., Agents.

Hongkong, 18th September, 1896. [7]

COMPAGNIE DES MESSEGERIES MARITIMES

PAQUEBOTS POSTE FRANCAIS.

NOTICE

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, BOMBAY, ADEN, EGYPT, MARSEILLES, MEDITERREAN, AND BLACK-SEA PORTS.

LONDON, HAVRE, BORDEAUX, PORTS OF BRAZIL AND RIVER PLATE.

ON WEDNESDAY, the 14th October, at Noon, the Company's Steamship "NATAL" Captain Borden, with Mail, Passengers, Specie, and Cargo, will leave this Port for MARSEILLES via BOMBAY.

This Steamer connects at COLOMBO with the Steamship "POLYNESIE", which vessel takes on her Passengers and Mail, leaving that port on the 26th October direct to Suez, Port Said, and Genoa.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till Noon on WEDNESDAY, the 14th inst., at 4 p.m. Specie and Parcels until 3 p.m. on the 14th inst. (Parcels are not to be sent on board; they must be left at the Agency's Office). Contents and Value of Parcels are required.

For further Particulars, apply at the Company's Office.

G. DE CHAMPEAUX, Agent.

Hongkong, 1st October, 1896. [12]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

(UNDER MAIL CONTRACT WITH THE AUSTRIAN GOVERNMENT.)

STEAM TO SHANGHAI AND KOBE.

THE Company's Steamship

"VINDOBONA"

Captain Ballon, will leave for the above places on WEDNESDAY, the 14th inst.

For Freight or Passage, apply to SANDER & CO., Agents.

Hongkong, 7th October, 1896. [15]

COMPAGNIE DES MESSEGERIES MARITIMES

FOR MARSEILLES, HAVRE AND LONDON.

(Without transshipment.)

Calling at SAIGON AND SINGAPORE.

THE Company's Steamship

"DOURO"

Captain Lacourriere, will leave for the above on or about the 14th inst.

For Freight, apply to G. DE CHAMPEAUX, Agent.

Hongkong, 30th September, 1896. [12]

CHINA NAVIGATION COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"SUNGKIANG"

Captain C. B. N. Dodd, will be despatched for the above port on THURSDAY, the 14th inst., at 4 p.m.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 10th October, 1896. [2291]

OREGON RAILWAY AND NAVIGATION COMPANY'S PACIFIC STEAMSHIP LINE.

CHINA AND JAPAN.

PROPOSED SAILINGS FROM HONGKONG, 1896 (Subject to Alteration.)

ALAMORE, Thursday, 15th Oct.

TAKING PASSENGERS AND CARGO FOR UNITED STATES AND CANADA AT THROUGH RATES.

THE Steamship

"ALZMOORE"

will be despatched for the above ports on THURSDAY, the 14th inst.

Consular Invoices of Goods for United States Ports should be sent forward by the Steamer to the care of the GENERAL FREIGHT AGENT, Oregon Railway and Navigation Co., Portland, Oregon.

For further information as to Passage and Freight, apply to SHEWAN, TOMES & CO., Agents.

Hongkong, 5th September, 1896. [2219]

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

FOR NEW YORK (VIA SUEZ CANAL).

THE Company's Steamship

"KAISOW"

E. Warrall, Commander, will be despatched for the above port on or about the 14th October.

For Freight, apply to HOLLIDAY, WISE & CO., Agents.

Hongkong, 1st October, 1896. [2227]

FOR SAN FRANCISCO.

THE A.L. British Ship

"CASABLANCA"

Captain Mayor, will leave for the above port and will have quick despatch.

For Freight, apply to SHEWAN, TOMES & CO., Agents.

Hongkong, 4th September, 1896. [2208]

FOR SAN FRANCISCO.

THE 100 A.L. British Ship

"CLAN MACFARLANE"

Templeton, Master, will leave for the above port and will have quick despatch.

For Freight, apply to SHEWAN, TOMES & CO., Agents.

Hongkong, 9th October, 1896. [2209]

VESSELS ON THE BERTH

FOR SINGAPORE, COLOMBO, AND BOMBAY.

THE Steamship

"NIPPON YUSEN KAISHA"

will be despatched for the above ports on FRIDAY, the 14th inst., at 3 p.m.

For Freight or Passage, apply to NIPPON YUSEN KAISHA, Agents.

Hongkong, 9th October, 1896. [2215]

VESSELS ON THE BERTH

FOR SINGAPORE, COLOMBO, AND BOMBAY.

THE Steamship

"NIPPON YUSEN KAISHA"

will be despatched for the above ports on FRIDAY, the 14th inst., at 3 p.m.

For Freight or Passage, apply to NIPPON YUSEN KAISHA, Agents.

Hongkong, 9th October, 1896. [2215]

VESSELS ON THE BERTH

FOR SINGAPORE, COLOMBO, AND BOMBAY.

THE Steamship

"NIPPON YUSEN KAISHA"

VESSELS ADVERTISED AS LOADING.

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